

REPORT NO. [REDACTED]

25X1A

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Jul 1951

VALUATION See below PLACE OBTAINED [REDACTED] 25X1A

DATE OF CONTENT 26 May to 11 June 1951
25X1A

DATE OBTAINED [REDACTED] 25X1A DATE PREPARED 17 July 1951

REFERENCES [REDACTED] 25X1C

VIEWS [REDACTED] ENCLOSURES (NO. & TYPE) [REDACTED]

REMARKS [REDACTED] 25X1A

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SOURCE [REDACTED]
25X1X

25X1C
1. [REDACTED]
25X1B

25X1B
26 May 27 May 28 May
[REDACTED]

25X1B
29 May 30 May 31 May
[REDACTED]

25X1B
1 June
[REDACTED]

| | |
|---------------------------------------|--------------------------|
| Document No. | |
| No Change in Class. | <input type="checkbox"/> |
| <input type="checkbox"/> Declassified | |
| Class. Changed To: | TS S <u>C</u> |
| Auth: | NR 78-2 |
| Date: | <u>16-8-78</u> |
| By: | <u>35</u> |

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1 June (cont'd)

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(2)

1. Loads of westbound trains and type of shipment:

26 May. Two trains of damaged cars for Zittau and Berlin; one train loaded with grain, for Erfurt; one train loaded with pig iron, for Riesa; two trains loaded with iron, for Lichtenberg, Magdeburg, Stralsund and Ruegen; one train loaded with potatoes, for Berlin. (3) and (4)

27 May. One train of empty gondola cars en route from Warsaw to Senftenberg; one train loaded with grain, for Leipzig; three trains loaded with iron, for Riesa, Cottbus and Magdeburg; one train loaded with gasoline, for Magdeburg and Erfurt; one train of refrigerator cars, for Central Stock Yard in Berlin. (4) and (5)

28 May. One train of damaged cars, for Leipzig; one train loaded with potatoes, for Leipzig and Halle; two trains loaded with iron, for Magdeburg and Hennigsdorf; 1 train loaded with gasoline, for Leipzig. (3)

29 May. One train of damaged cars, for Zwickau; one train loaded with grain, for Aue; 2 trains loaded with iron, for Magdeburg, one train of empty cars. (3) and (4)

30 May. One train with damaged cars, for Wittenberge (4); one train loaded with iron, for Riesa; one train loaded with live pigs, for Leipzig and Berlin; one train of refrigerator cars to Berlin; one train loaded with potatoes, for Berlin; one train loaded with gasoline, for Cottbus; one train of empty boxcars and flatcars, for Cottbus; one train of empty boxcars, for Aue; four boxcars with ammunition redispached from Frankfurt to Lieberose. (5)

31 May. One train loaded with crude oil, for Magdeburg; three trains loaded with iron, for Magdeburg and Stralsund; 1 train loaded with grain, for Erfurt; one train of empty gondola cars, for Senftenberg; five boxcars with ammunition, forwarded from Frankfurt/Oder to Beeskow via Fuerstenwalde. (4)

1 June. One train of damaged cars, for Brandenburg; one train of damaged cars, for Stralsund; three trains loaded with iron, for Dresden, Riesa, Magdeburg and Lichtenberg; one train loaded with potatoes, for Halle; one train of empty gondola cars, for Leipzig. (3)

2. During the period from 26 May to 1 June 1951, the leave trains en route to Brest Litovsk were occupied 40 percent of capacity, those operating in the opposite direction only 30 to 35 percent. The Blue Express was occupied about 35 percent of capacity. (6) About 12 boxcars had to be made available daily for the shipment to Brest Litovsk of the personal belongings (household goods and furniture) of Soviet officers.

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3. Three times a week, a boxcar loaded with prisoners will pass through Frankfurt/Oder en route to Brest Litovsk.

4. Source learned at the Soviet Zone Directorate General, Railroads, in Berlin that in the night of 7 June, three westbound Soviet trains loaded with personnel and equipment crossed the border, two of them near Frankfurt/Oder, the other one in Guben. One of these trains had a delay of 22 minutes in Cottbus. The Soviet officers, enraged at this delay, threatened to use their weapons against railroad employees so that the station master applied for help to the Directorate General. All the three trains were bound for places in the Halle district. They were last observed in Falkenberg.

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5.

| Shipment | From-To and Date | Consignee |
|--------------------------------|--|-----------|
| 23 tank cars with gasoline | Brest Litovsk to Velten 5 June | |
| 5 boxcars with military goods | Brest Litovsk to Muellrose 5 June | |
| 7 boxcars with military goods | Brest Litovsk to Frankfurt/Oder 6 June 1951 | |
| 12 flatcars with iron | Brest Litovsk to Chemnitz-Hilbersdorf 6 June | |
| 5 boxcars with military goods | Brest Litovsk to Frankfurt/Oder 7 June | |
| 9 flatcars with iron | Brest Litovsk to Chemnitz-Hilbersdorf 7 June | |
| 18 boxcars with ammunition | Brest Litovsk to Jessen 7 June | |
| 2 boxcars with ammunition | Brest Litovsk to Wuenstorf 9 June | |
| 11 boxcars with military goods | Brest Litovsk to Jessen 9 June | |
| 3 boxcars with military goods | Brest Litovsk to Muellrose 9 June | |
| 14 flatcars with iron | Brest Litovsk to Chemnitz-Hilbersdorf 9 June | |
| 15 flatcars with iron | Brest Litovsk to Chemnitz-Hilbersdorf 10 June | |
| 4 boxcars with military goods | Brest Litovsk to Jessen 11 June | |

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| Shipment | From-To and Date | Consignee | 25X1B |
|--------------------------------|--|-----------|-------|
| 12 flatcars with iron | Brest Litovsk to Chemnitz-Hilbersdorf 11 June | | |
| 4 boxcars with military goods | Brest Litovsk to Ketschendorf 11 June | | |
| 15 crates with aircraft parts | Brest Litovsk to Strausberg 11 June | | |
| 15 crates with aircraft parts | Brest Litovsk to Falkenberg 11 June | | |
| 24 boxcars with military goods | Brest Litovsk to Strausberg 11 June | | |
| 6 boxcars with military goods | Brest Litovsk to Falkenberg | | |

6. During the period from 5 to 11 June, a strikingly large number of Soviet wagen and children left the Soviet Zone of Germany via Frankfurt/Oder in the direction of Brest Litovsk. (8)

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Comments.

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- (1) [REDACTED]
- (2) [REDACTED]
- (3) The damaged cars are presumably freight cars returned from the U.S.S.R. to the Soviet Zone of Germany. They will be repaired in railroad repair shops before becoming operational. [REDACTED] 25X1A
- (4) The grain trains are shuttle trains. [REDACTED] 25X1A
- (5) Possibly the shipment of meat is the first one to be carried in refrigerator shuttle trains which are believed to have started operating between the U.S.S.R. and the Soviet Zone of Germany. [REDACTED] 25X1A
- (6) Soviet pairs of leave trains operating between Frankfurt/Oder and Brest Litovsk, one of them daily, the other one three times a week in case of need. The Blue Express operates daily from Berlin to Brest Litovsk via Frankfurt/Oder and return. [REDACTED] 25X1A
- (7) 25X1B

belongs to the main ordnance shop and distributing point of the GORF in Jessen.

belongs to an unidentified repair shop of the GORF in Wildau.

belongs to the main supply depot of the GORF in Valtin.

belongs to an air force depot in Strausberg.

belongs to the Uranium Mining Syndicate in Chemnitz-Hilbersdorf.

belongs to the 820th Ration Supply Depot of the GORF in Frankfurt/Oder.

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[REDACTED] belongs to the 123d Tank Repair Shop of the GONG in Muellrose.

[REDACTED] belongs to the ground personnel unit of a fighter regiment in Alt Loennewitz.

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(8) The report supplements previous information. [REDACTED]

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